

PRESIDENT AWAITS RAIL UNION ACTION

Big Four Brotherhoods Hold Key to Complicated Situation, is Belief

PEACE HOPES NOT BRIGHT

Washington, Aug. 14.—The executives having submitted their conditional acceptance to President Harding and departed, and with the Government marking time without having indicated whether it would attempt further compromise, developments today in the rail strike settlement parley lie in the hands of the union organizations, who still have before them the proposal of the President that the National Labor Board be permitted to settle the question of seniority.

In many quarters it was believed the real key to the situation was held by the four railway brotherhoods, and that the attitude of their officials and the extent of their support would determine in a large measure the action of the striking craft.

Though it had been said the striking shopmen's chiefs had prepared a statement rejecting the President's proposal, the fact this statement had been withheld from publication up to the time the conference of union leaders assembled this morning was taken as an indication they might reconsider.

Decision May Be Delayed There is also a possibility that no decision will be forthcoming for a day or so, and in this connection some significance was attached to the statement of L. E. Sheppard, president of the Order of Railway Conductors, last night, that the four brotherhood chairman would continue to act as a committee of mediation "until Congress gets back into session."

The executives' answer to President Harding was submitted by E. De Witt Cuyler, chairman of the Association of Railway Executives, who, with others of the committee representing the executives, was in a long conference with the President yesterday.

In a statement later, Mr. Cuyler said the executives at their meeting in New York Friday had "with practical unanimity responded favorably to the President's call."

Mr. Cuyler's statement follows:

At the meeting of the railroads in New York on Friday, August 11, 1922, they (the executives) with practical unanimity responded favorably to the President's call that the seniority question be left to the United States Railroad Labor Board.

Approximately three-quarters of the mileage reported by the railroads call that all striking shop craftsmen be re-employed and the balance that all such strikers be re-employed as far as practical.

The resolutions acted on by the meeting have been submitted to the President.

Text of Resolutions Adopted The following resolutions were adopted by roads having a mileage of 151,824 miles:

"The telegram of the President, dated August 7, 1922, having been considered, and in response to his call to the carriers and the striking workmen, the following resolutions were adopted:

Resolved, that the proposal of the President to the striking workmen to return to work, and to the carriers to assign them work, leaving the question of seniority to the Labor Board under the provisions of the Transportation Act for decision, be accepted, understanding as we do that such acceptance involves no surrender of the principles with respect to seniority adopted by the carriers on August 7, 1922, but recognizes that the proposal of the President invokes the jurisdiction of the Labor Board under the provisions of the Transportation Act to pass upon the relative seniority of those loyal employees who have remained at work and those new employees, who have since accepted service (the right of both of which classes to seniority we feel bound in justice to defend before the Labor Board).

"Further resolved, that the strike is to be called off, with the understanding and agreement by all parties that no intimidation or oppression shall be practiced or permitted as against any of the employees who have remained or have taken service, or against those who may return to service under the proposal of the President."

Report of Minority The following minority report was submitted by roads having a mileage of 57,222 miles:

"Resolved, that the chairman be authorized to reply to the President's telegram of August 7, that the railroads represented at this meeting are willing that:

(a) All former employees who have not been guilty of violence against the employees or the property of the railroads shall be assigned to their former positions where vacancies exist.

(b) Where the positions they formerly held have been filled other employment of the same class will be found for such employees as have committed no acts of proven violence against the employees or the property of the railroad.

(c) If after these men have been assigned questions of seniority arise with them which cannot be settled locally, they will be referred to the United States Railroad Labor Board for review.

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(b) If after these men have been assigned, questions of their seniority arise which cannot be settled locally, they shall be referred to the United States Railroad Labor Board for review.

In agreeing to submit questions of seniority as provided above to the United States Railroad Labor Board for review, it is understood that neither the railroads nor the employees shall be deprived of the right of review by the courts of such decisions if they affect agreements in existence between any railroad and its employees."

TAXI STONED IN RAIL STRIKE Stalled Cab Containing Strike-Breakers Is Wrecked at Scranton

Scranton, Pa., Aug. 14.—(By A. P.)—A stalled taxi cab carrying three men employed by the Delaware, Lackawanna and Western Company from the Scranton shops to the Hampton yard last night.

MUST HAVE SHOWER BEFORE SWIM



Going through. These fair swimmers of West Philadelphia are on their way to the shower baths at the King-sessing Recreation Center, a necessary stopping place, before they jump into swimming pool

Fighting Death From Heat in Stalled Cars

Continued from Page One ported to the Department of Justice today that he had instituted an investigation to determine whether the abandonment of trains on the Santa Fe "was the result of a conspiracy." Federal attorneys of other districts in the Southwest are co-operating with him.

Chicago, Aug. 14.—Further paralysis of rail transportation in the Far West and at least two instances of serious violence against railroad property marked the opening hours of the seventh week of the strike of rail shop crafts workers.

Northern and Central California today were without mail service as a result of cessation of transportation, and eastern mail, halted in Southern California Thursday, still was unmoved. Fruit growers estimated their accruing losses at a million dollars a day and one shipper suffered his loss reached \$500,000 daily.

Railroad Property Attacked Reports of instances of personal violence to non-union workers who have replaced the men who went on strike showed the usual Saboteur's infrequency, but for the first time attacks of magnitude were made against railroad property.

Two striking shopmen were detained by the Buffalo, N. Y., police today in connection with the shooting on Sunday of Mrs. Katharine Hanover, wife of George Hanover, foreman in the Lehigh Valley Railway's East Buffalo shops. Mrs. Hanover was shot through the lungs, but is expected to recover.

Lives of passengers were endangered and ten persons were injured when a passenger train loaded principally with week-end excursionists was bombed at Granton Junction, N. J. Steel coaches, which were marked visibly by the explosion, were certain bomb proofs in protecting the passengers.

At Ash Grove, Mo., the St. Louis and San Francisco's 400-foot bridge over the Santa Fe River was damaged by north abutment was destroyed, according to early and fragmentary reports, and for quite a distance the tracks were raised a foot.

The cause was determined origin early today destroyed the Wichita Falls and Northwestern Railway's shops at Wichita Falls, Tex. Three locomotives, numerous coaches and box cars were lost. A water tower and the fire in the outside interior of the building, and when fire-fighting apparatus arrived the shops and yards were a mass of flames.

Phoenix, Ariz., Aug. 14.—(By A. P.)—An official investigation of alleged suffering among passengers on an Arizona train and Santa Fe train, marooned at Seligman, Ariz., as a result of the Big Four Brotherhood strike, was under way today on orders of Governor Campbell. His directions for the investigation followed receipt of a telegram from President Harding pleading assistance for the Federal Government in conveying relief to the marooned passengers.

The President's telegram follows: "I am informed that several passenger trains on the Santa Fe Railway are marooned at junction points in your State because of their abandonment by their crews. It is the obligation of the Government to relieve the people who are thus shamefully subjected to hardships. If you have not facilities for the relief which I know you will gladly be ready to furnish, then any force at the command of the Federal Government will be promptly ordered to your assistance. Kindly advise whether such assistance is needed."

Congress Is Now Strike Move Pivot The following minority report was submitted by roads having a mileage of 57,222 miles:

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Strike Chiefs Diplomatic Strike leaders were more diplomatic, than they were in the past, but the leadership of the strike has passed into their hands. They are better organized, possess more solidarity and are more skillful diplomats than are the railroad executives. On the face of the situation the advantages are with labor. The railroad executives are badly divided and it was a singular division among the coal mine operators which is ending the same strike on terms rather agreeable to the workers.

The one step clearly indicated for President Harding is the taking of the railroads and this is what the strike leaders desire.

Advisers Change Rapidly Without declaring a strike the men of the brotherhoods can further demoralize the executive need do is to keep his hand off the strike and enforce the laws.

The Brotherhood leaders wish to avoid conspiracy charges and so they appear in the conflict only as mediators, seeking to bring about peace. But no one can doubt the solidarity of railroad labor on the issue, especially the solidarity of the rank and file of the brotherhoods with the shopmen.

Even if the Brotherhood chiefs tried to do so, they could not restrain the sporadic strikes of their followers. And these impromptu strikes are difficult to handle by Mr. Daugherty's method. Defective equipment can always be altered and the Secretary of Commerce has been sidetracked into handling the distribution of coal. He is hardly more of a factor in the strike situation today than Mr. Davis, the Secretary of Labor.

JERSEY PASSENGER TRAIN DYNAMITED

Tie Blown From Roadbed Through Floor of Car—Several Injured

BOMB THEORY IS DOUBTED

By Associated Press North Bergen, N. J., Aug. 14.—All of the passengers rushed to the North Hudson Hospital last night, when three explosions jarred a local train on the West Shore as it approached the yards a mile west of the Weehawken terminal, were able to go to their homes today. Most of them had been cut by flying glass hurled through the cars when the explosions broke window panes.

Police said the most damaging explosion occurred beneath the third car of the train of five cars, packed with passengers returning from Sunday outings. A tie was blown from the roadbed up through the floor of the car. Investigators, who at first believed bombs had been thrown at the train, said today they were uncertain about this, adding that they were seeking to determine whether the blasts came from dynamite planted along the roadbed.

Experts from the Bureau of Comminutiles agreed with other investigators put on the job by the American Railway Association that the explosive, which they thought was dynamite, had been placed under the tracks and was detonated when the train crossed the mined area. Twenty feet of track was wrenched from the roadbed by the blasts.

Springfield, Mo., Aug. 14.—(By A. P.)—A dynamite explosion late last night damaged the 400-foot St. Louis and San Francisco railroad bridge across the Sac River at Ash Grove, fifteen miles northwest of here. Reports received here were that the north abutment of the structure had been destroyed and that the track had been raised more than a foot for a considerable distance.

Three fast trains were routed by way of the Monett-Joplin branch after the explosion, and officials said they did not know when traffic would be resumed. No estimate of loss caused by the explosion has been made.

Women May Beat Sunday Candy Ban

Continued from Page One summoned twice and fined one, although I have appealed from the fine.

Shriver Fined Three Times "Mr. Shriver has been fined three times and sentenced to thirty days in jail. The jail sentence has been suspended. But the officials have downright animosity toward Mr. Shriver. Only yesterday the Mayor said he would not stop until Shriver was in jail.

"This is my first year at Ocean City. I erected an \$85,000 building there, and while I don't want to boast, I think it is the handsomest building in Ocean City.

"When this discrimination first began I had my candies covered up and sold goods in packages only. Nothing was weighed and customers simply were handed packages containing a pound or whatever other quantity they wanted.

To Fight to Finish "We don't expect to accomplish much at the hearing tonight. We have retained counsel, but it is probable that the other side has everything fixed for the hearing. We will appeal, however. That is where this fight will be carried to a higher court.

Pinthrobes men yesterday watched Mr. Shellenberger's store at Plymouth place and the Boardwalk from morning until night. Two uniformed patrolmen were stationed outside Mr. Shriver's establishment at Ninth street and the Boardwalk.

Mr. Shellenberger said the opponents of the candy stores resented the "conspicuous taciturnity" in an effort to get "evidence." He said one young woman came into his store and pleaded for some peppermint chewing gum, saying she had a stomach ache. The merchant said he told her to go to a druggist.

Mr. Shellenberger said the terms of Mayor Campion and other officials will expire soon and that they are adopting their present attitude to corral other jobs. He added the church element fighting the candy stores control many of the 1500 votes, but that he and Mr. Shriver are planning their hopes on the woman vote.

"RED CLERGY" MAY MARRY

Soviet's "Living Church Congress" Seeks to Supplant Orthodox Church

Moscow, Aug. 14.—All restrictions on marriage for bishops and clergymen have been removed by the "Living Church Congress" of the recently formed Soviet Church, whose members are working to take the place of the old Orthodox Church. Among the "Red Clergy," as

the clergymen of the new church are called, the Orthodox Church is referred to as the "Dead Church."

It is contended by the "Red Clergy" that by permitting marriages clergymen are brought into closer contact with the community. Regarding monks, the congress decided that the higher monks are working to disregard their vows and marry, still retaining their positions.

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Advertisement for Eastman Kodak Company, featuring 'Two Million Hens' and 'Fresh Country Eggs' with prices like 28c and 33c.

Advertisement for American Stores Co. featuring 'Asco Sugar-Cured Bacon' and 'Asco Corn Flakes' with prices like 17c and 6c.

Advertisement for Louella Butter and Victor Bread, highlighting 'Butter 43c' and 'Victor Raisin Bread 10c'.

Advertisement for Asco Tea, featuring 'Asco Tea 1/4 lb. 12c' and 'Asco Corn Flakes 6c'.

Advertisement for Asco Hair Nets and Asco Evap. Milk, with prices like 7c and 5c.

Advertisement for Asco Coffee and Asco Pure Grape Juice, with prices like 29c and 20c.

Advertisement for Asco Specials for Tuesday, featuring 'Lean Soup Meat, 1b 5c' and 'Small Lean Smoked Picnics, 1b 18c'.

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You run no risk of buying milk that is lumpy from imperfect packing, or discolored from long storage or shelf wear, as is the case with milk in tin.

Be first in your neighborhood to get this new milk which at last gives housewives what they long have wanted.

You know the perishability of milk. Why then buy milk in an unsanitary tin can, messy to open and which must be emptied at once to prevent spoiling, when you can have

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Every jar is vacuum sealed in sterilized glass. The label is made small so that every part of the contents are visible to the buyer before purchase.

FOR BABIES who thrive upon condensed milk, the extra richness in milk solids and the lesser quantity of sugar in ROGERS RICHEST make it superior to other condensed milks.

FOR EVERY HOME USE this milk is superior to bottled milk except for drinking purposes.

THERE IS NO WASTE. Serve direct from jar. No icing is necessary until jar is opened.

ROGERS RICHEST MILK creams quickly and easily in the coffee cup and blends perfectly in cooking and baking. It makes the richest ice cream you ever tasted.

A FINE FREEZER FREE. For 100 labels from the glass jars of ROGERS RICHEST we will send a \$6.00 Auto Vacuum Ice Cream Freezer. Mail labels to Rogers Milk Corp., 25 West 43d St., New York.

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